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From: Commanding General
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Subj: STANDING OPERATING PROCEDURES FOR MOVEMENT CONTROL
(SHORT TITLE: SOP FOR MOVEMENT CONTROL)

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1. Purpose. To establish standing operating procedures for movement control within III Marine Expeditionary Force.
2. Background. The reference promulgates policy and assigns responsibility for deployment. This order is designed to be complementary and establishes procedures for movement control during the employment phase of a deployment or an operation.
3. Policy. Movement control will be conducted in accordance with this Order.
4. Recommendations. Submit recommendations concerning the contents of this SOP via the chain of command to this headquarters (AC/S, G-4).
5. Certification. Reviewed and approved this date.


J. L. BRENNAN
Chief of Staff

DISTRIBUTION: LIST I/II

ForO P4600.5
28 May 96

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SOP FOR MOVEMENT CONTROL

RECORD OF CHANGES

Log completed change action as indicated.

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SOP FOR MOVEMENT CONTROL

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CHAPTER 1

INTRODUCTION TO MOVEMENT CONTROL

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CHAPTER 1

INTRODUCTION TO MOVEMENT CONTROL

1000. Purpose. To promulgate Standing Operating Procedures (SOP) for Force movement control during the employment phase of operations.

1001. Background. This SOP is developed to complement the III Marine Expeditionary Force (MEF) Deployment SOP. There is no single document that promulgates deployment and employment procedures from initial marshaling at home base to the tactical movement of forces to and within the Major Subordinate Command's (MSC) tactical area of operations. This SOP provides planning considerations, guidelines, and general information for aiding movement control within III MEF. Focus of this SOP is on planning and operations after forces arrive in theater/area of operations or following an amphibious landing.

1002. Assumptions. This SOP is based on the following assumptions:

a. That the MEF can be deployed to an austere environment which requires that a movement control system be quickly established.

b. That the expeditionary nature of the Corps will normally preclude the MEF operating a Communication Zone (COMMZ).

c. That prior planning determined the proper priority of forces into the area of operations (AO).

d. That the MEF will maintain its naval character and link to the sea.

1003. Definition. Movement control is defined as the planning, coordination, routing, scheduling, and controlling of personnel and freight movements over lines of communication in order to fight and sustain the Force. Movement control is the responsibility of the Force Commander. The Force Commander generally delegates the planning and coordination of movement control activities to the Force G-3 Operations and G-4 Logistics staff divisions. Movement control requires close coordination between the operations and logistics staff divisions due to the integral linkage of movement control to the tactical situation on the forward edge of the battle area (FEBA), force logistics sustainment requirements, and rear area security operations.

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CHAPTER 2

PLANNING CONSIDERATIONS

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CHAPTER 2

PLANNING CONSIDERATIONS

2000. General. Movement planning cannot be viewed as an isolated function or entity of logistics. Success on the battlefield depends upon the integration and synchronization of all available resources to impose the commander's will at a critical time and place. The employment of all MEF elements in complementary maneuver, fire, and support operations is designed to present a "dilemma" to the enemy that will greatly enhance our probability of success. Battlefield activities can be viewed as a "single battle" in three major components:

a. Deep -those activities directed against forces and capabilities not currently in the close battle but capable of engaging or influencing future operations. These "shaping" activities influence the enemy to a condition and/or location so that he can be successfully engaged.

b. Close -those activities/engagements fought by major maneuver units supported by combat support and combat service support units.

c. Rear -those activities (primarily sustainment) that assist the MEF Commander in maintaining freedom of action and generating tempo.

Movement planning is critical to success throughout the "single battle" continuum. Logisticians and operators must integrate planning to ensure combat power is delivered at the critical time and place on the battlefield.

2001. Plan Development

a. During the development process of the MEF plan (commander's guidance, mission analysis, etc.), there will be a continuous stream of information exchanged both within the Combat Operations Center (comprised primarily of G-3 personnel) and the rest of the staff to synchronize the battle. Logisticians, as well as other staff divisions, will input the planning process via representation in the Future Operations Cell of G-3. It is here that specific commodities such as motor transport, bulk fuel or engineering can influence the plan. Transportation is the most difficult combat service support functional area to manage.

b. Upon plan completion, it is passed to the MSCs for execution. To ensure a "unified" approach to Force deployment and subsequent employment of transportation resources, the Force Movement and Control Center

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(FMCC) and Logistics Movement and Control Center (LMCC) operate closely together to ensure "unity of effort" in prioritization and allocation. The overall planning process and command relationships are graphically depicted in figure 2-1. Not depicted are the Unit Movement Coordination Centers of each respective MSC that will execute the Force Commander's plan

2002. Force Deployment. Elements of the MEF will be introduced into an area of operations via strategic lift. This lift may be via shipping or aircraft or combination thereof. Strategic lift will be coordinated at the MEF level by the FMCC (FMCC will be fully described in the following chapter.) Force introduction will be prioritized depending upon mission.

2003. Amphibious Operations. During an amphibious operation, movement control will be coordinated between the following organizations/agencies:

a. Tactical Logistics Group (TACLOG): A TACLOG is the means by which the landing force commander controls and supports operations during the assault phase of the amphibious operation. Located on an amphibious ship, logisticians advise and recommend best use of transportation assets.

b. Landing Force Support Party (LFSP): An LFSP is the organization located in the Beach Support Area (BSA) that provides Combat Service Support (CSS) to the landing force. It is task organized specifically for the assault phase and is comprised of all elements of the MAGTF, as necessary, to provide operational CSS. In the Combat Service Support Operations Center (CSSOC), all CSS movement is coordinated. LFSP provides support across beaches, ports and landing zones.

c. FMCC. As the amphibious operation develops, CSS and forces are phased ashore. Eventually, the BSA develops into a Force Combat Service Support Area (FCSSA) as command and control is phased ashore. The FMCC will initially be located on ship and will phase ashore. Its purpose is to facilitate strategic lift of forces to the AO. The FMCC will provide airlift and sealift schedules to the Force Service Support Group (FSSG) for landing support coordination.

d. LMCC. A forward LMCC (LMCC will be fully described in the next chapter) is co-located with the FSSG CSSOC to coordinate movement and phasing in of forces ashore.

e. Planning Considerations by all Organizations

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(1) Size of the FCSSA and Force Beachhead (FBH) is dependent upon mission of the landing force and its corresponding size, Amphibious Task Force (ATF) and Landing Force (LF) objectives, geography, and hydrography.

(2) Consideration must be made to ensure the size of the AO does not exceed the ability of the Force to sustain itself. Adequate landing zones, airfields, and basic road infrastructure should exist in order to accomplish the mission. At any one time the radius of the FBH should not exceed 40 to 50 miles. This will allow the FSSG to provide sustainment within ports, beaches, assembly areas, and "push" support sufficiently forward to allow tactical units to "pull" forward to their tactical assembly areas with organic transportation.

(3) In the event of sustained operations ashore and displacement of the maneuver units forward, the naval character of the MAGTF will normally require an FCSSA to remain established at the littorals. An FCSSA can remain operational in the event a Joint Rear Area (JRA) is established.

(4) Force sustainment in an AO flows from the FCSSA to Ground Combat Element (GCE) located towards the forward edge of the battlefield (FEBA) and Aviation Combat Element (ACE) at expeditionary or permanent airfields. Sustainment throughput is usually transported from the FCSSA to the GCE and ACE by the force Combat Service Support Element (CSSE) via roads, rail, waterways, and air. (See figure 2). Additionally, the same transportation modes will be utilized to retrograde/evacuate casualties, displaced persons, enemy prisoners of war (EPW), damaged equipment, etc. back to the FCSSA from forward areas. Planned and coordinated movement control activities by both FMCC and LMCC are essential in managing the dynamic movement of personnel, equipment, and supplies in support of the force sustainment effort.

2004. Sustained Operations

a. Sustained operations ashore will almost certainly involve planning with other Services and /or allied forces. In view of the expeditionary nature of the MAGTF, movement/sustainment support must be coordinated at the earliest opportunity. The FMCC and LMCC will continue their coordinated activities to ensure continuous and uninterrupted flow of forces and supplies.

b. Continental warfare is the responsibility of the U. S. Army, therefore, they have been structured accordingly for long haul transportation. Success for the assigned USMC mission will

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require judicious use of organic assets and aggressive knowledge of U.S. Army/allied resources. MEF logisticians will be competing against other Services and allied forces for the same resources.

c. For transportation planning, the rough "long haul" figures of 40 to 50 miles can be used to request sustainment lift from the Air/Sea Port of Debarkation (A/SPOD) in the communication zone (COMMZ) or rear area to a forward CSSA. Located to the rear of the Army Corps and MEF rear areas is the Joint Rear Area which can be under the operational control of a Theater Area Army Command (TAACOM).

d. TAACOM is comprised of Area Support Groups (ASG) that will include various transportation, engineering, medical groups etc. TAACOM provides Echelon Above Corps (EAC) sustained support (to include movement of sustainment) in the COMMZ. ASG's are tasked organized from various U.S. Army CSS forces and provide common item supplies and services.

e. Upon disestablishment of the amphibious force beachhead, there should be a seamless interface from MAGTF expeditionary support to U.S. Army/joint/allied support. For example, FSSG beach operations groups will be replaced by elements of an ASG and Marine Corps CSS elements will displace forward to support operations inland. Supplies can be pushed forward by U.S. Army coordinated transportation to a forward CSSA. From the forward CSSA the LMCC is responsible to get the supplies to the MSC AO. (See figure 2-3).

f. MAGTF logistics planners within each MSC will be able to:

- (1) Articulate daily lift requirements in terms of short tons and gallons to TAACOM. This support can be obtained via railroad, motor transport, pipeline, air, or waterway. Support requests should not normally be requested via specific means (such as a Logistics Support Vessel (LSV)) but in terms of quantities and time via MEF or appropriate CSSE.

- (2) Provide casualty figures to justify air ambulance support requests.

- (3) Be thoroughly familiar with the TAACOM/U.S. Army infrastructure.

- (4) Understand procedures to utilize Wartime Host Nation Support (WHNS) from the host or allied country. Normally support requests will be submitted via a board/agency that has been established in-country. (See Annex A for description of boards/agencies).

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(5) Integrate Logistics Over the Shore (LOTS) activities with FCSSA operations and subsequent movement of support forward to the MAGTF AO.

2005. Terrain Management

a. There is no official joint definition of terrain management in JCS 1-02, DOD Dictionary. For our purposes terrain management can be defined as the overall integration of operational and logistical considerations for the assignment, use, and management of real estate and facilities throughout the entire MEF AO. In past Marine Corps operations, the integration of terrain management with planning could be characterized as almost an afterthought. Seizure of Amphibious Task Force and Landing Force objectives were the focus of planning, and terrain was merely viewed as strong points, blocking positions, positions for observation and fields of fire, etc. The complexity of modern warfare, and the advent of joint/sustained operations, requires that MEF planners integrate terrain with planning.

(1) The Force G-3 is charged with:

(a) Designating the general location for bivouacking, quartering, and staging of units involved in tactical operations.

(b) Developing, preparing, and implementing plans for tactical troop movement.

(2) The Force G-4 is charged with:

(a) Recommending the location, movement of the command's CSS elements.

(b) Planning and supervising:

1 Nontactical or administrative troop movement.

2 Management of real property and facilities, except field fortifications and tactical communication.

3 Ground traffic regulation and control.

4 Rear boundaries and rear echelons of headquarters.

b. There is a dearth of doctrine that integrates terrain management with planning. MEF must plan for the following:

(1) Always maintain a link to the sea. MEF sustainment emanates from the sea and a CSS organization needs to be positioned adjacent to the ocean or waterway even if the rear

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area has been designated for joint use by a common superior such as a JTF commander. The CSSE would facilitate and coordinate sustainment (to include common item support) to be pushed forward even if solely transported via TAACOM or host nation assets.

(2) Plan early for facilities. There will be much competition for existing facilities /infrastructure within the AO. Covered storage sites, POL holding tanks, open areas for fuel farms/ammunition supply points, airfields, and numerous other facilities must be planned. In the early stages of a contingency, forward deployment in a host nation must be quickly executed. In the event of the execution of a numbered warplan or contingency the designation of a facility/port/airfield as USMC does not guarantee only USMC use. Encroachment by other Services can be prevented by occupation of facilities by advance liaison elements staffed with logisticians. Additionally, there must be USMC representation on Joint Facility Utilization Boards, Real Estate Allocation Boards, etc. If MEF representation is lacking at these boards, then decisions will be made regardless of USMC interests.

(3) Sizing the effort. As early as possible, estimate the scope of CSS effort. A MEF notionally deploys with 60 Days of Supply (DOS). Specific examples of sizing are as follows:

(a) Only emplace up to 15 DOS ashore due to security and movement considerations.

(b) Only maintain five DOS stockage level forward. The above examples will allow logisticians to calculate lift requirements with greater precision and improve management of resources.

(4) Balance Operations and Logistics. Every decision involving the allocation of terrain must strike a balance between operations and logistical requirements. Decisions weighted heavily toward operations run the risk of not being sustainable. An operation with a very heavy logistics footprint may pose security risks and may possibly become unmanageable. For example, the positioning of a Multiple Launch Rocket System (MLRS) battalion requires significant terrain because of backblast area and dispersion requirements. This acquisition of combat power may come at the expense of a fuel farm and/or ammunition supply point. Restrictive topography may aggravate the entire laydown within the AO. Security requires that sufficient mobility, communications, and forces be available. Large rear areas are another problem that requires careful management. There will never be enough military police (MP), traffic control points (TCP), security forces, etc. to control movement in the entire rear area. The commander must prioritize his resources to key

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MSRs, TCPs, etc. to ensure sustainment of the Force. The key to success is to be able to bring combat power to that critical time and place to accomplish the mission. (See figure 2-4). The force may be employed in any number of different scenarios but it is a certainty that planned and coordinated movement control activities will be required to fight and sustain the force in any situation. In order for movement to be efficiently managed, the following control measures will be integrated into all planning and coordination:

(a) Clear, precise, identifiable boundaries must be established for all force MSCS.

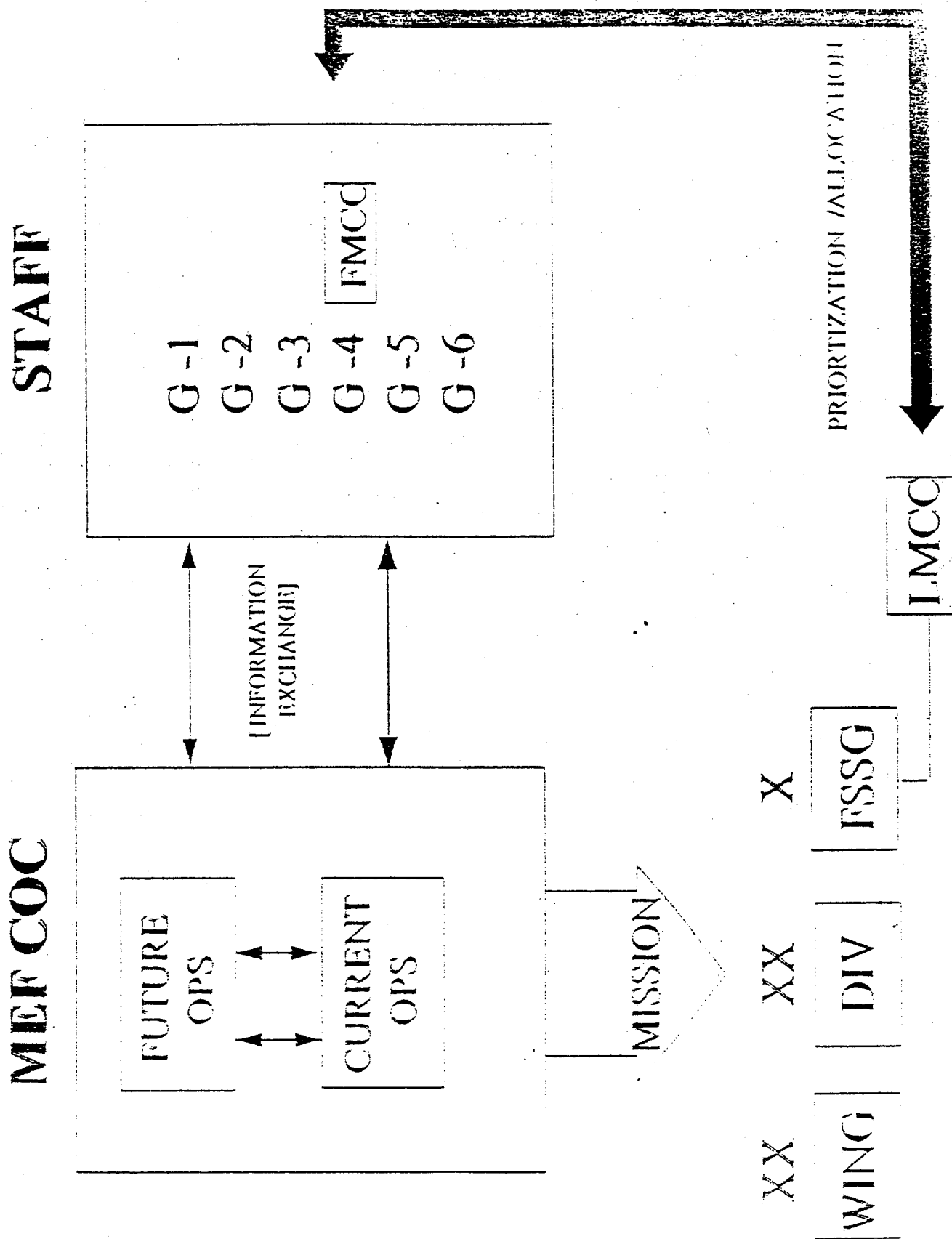
(b) Priority of movement on MSR's must be specifically identified and established.

(c) A link must be established between force movement control and security operations sections.

(d) It is essential to establish a checkpoint/traffic control point network which has the capability to monitor, direct/redirect, and report movement activities to the respective movement control and security sections. It may be necessary for a brief period that LMCC directly manage an MSR outside the FSSG AO on behalf of MEF. This event should only occur until the transportation infrastructure matures. For sustained operations this infrastructure may culminate in the establishment of a Movement Control Agency/Team (MCA/MCT) by the U.S. Army to operate all rear area MSRs.

(e) MSC's are required to provide security and establish checkpoints/TCP's on their respective MSR's.

FIGURE 2-1



INITIAL SUSTAINMENT FLOW

STRATLIFT INTRA - THEATER

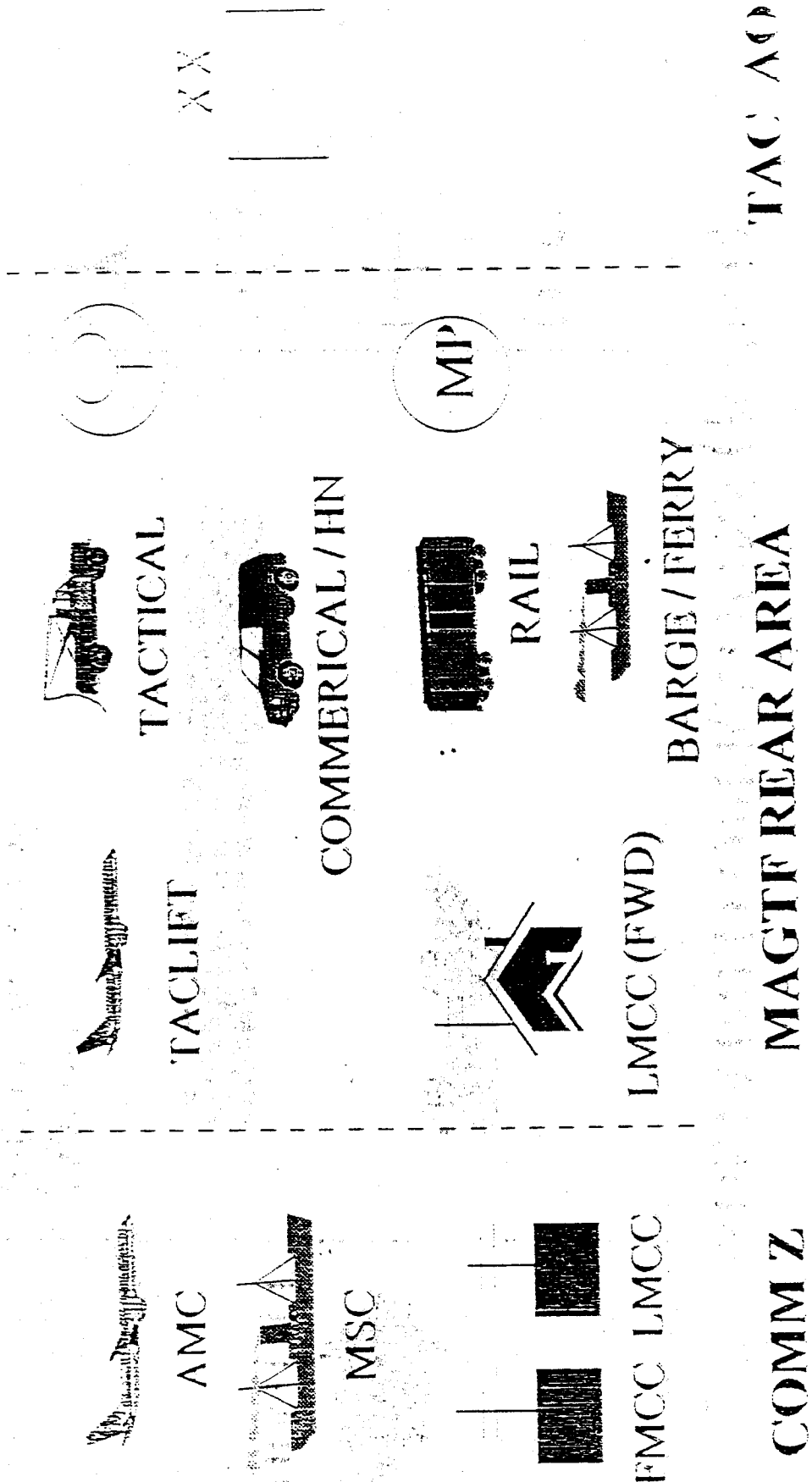
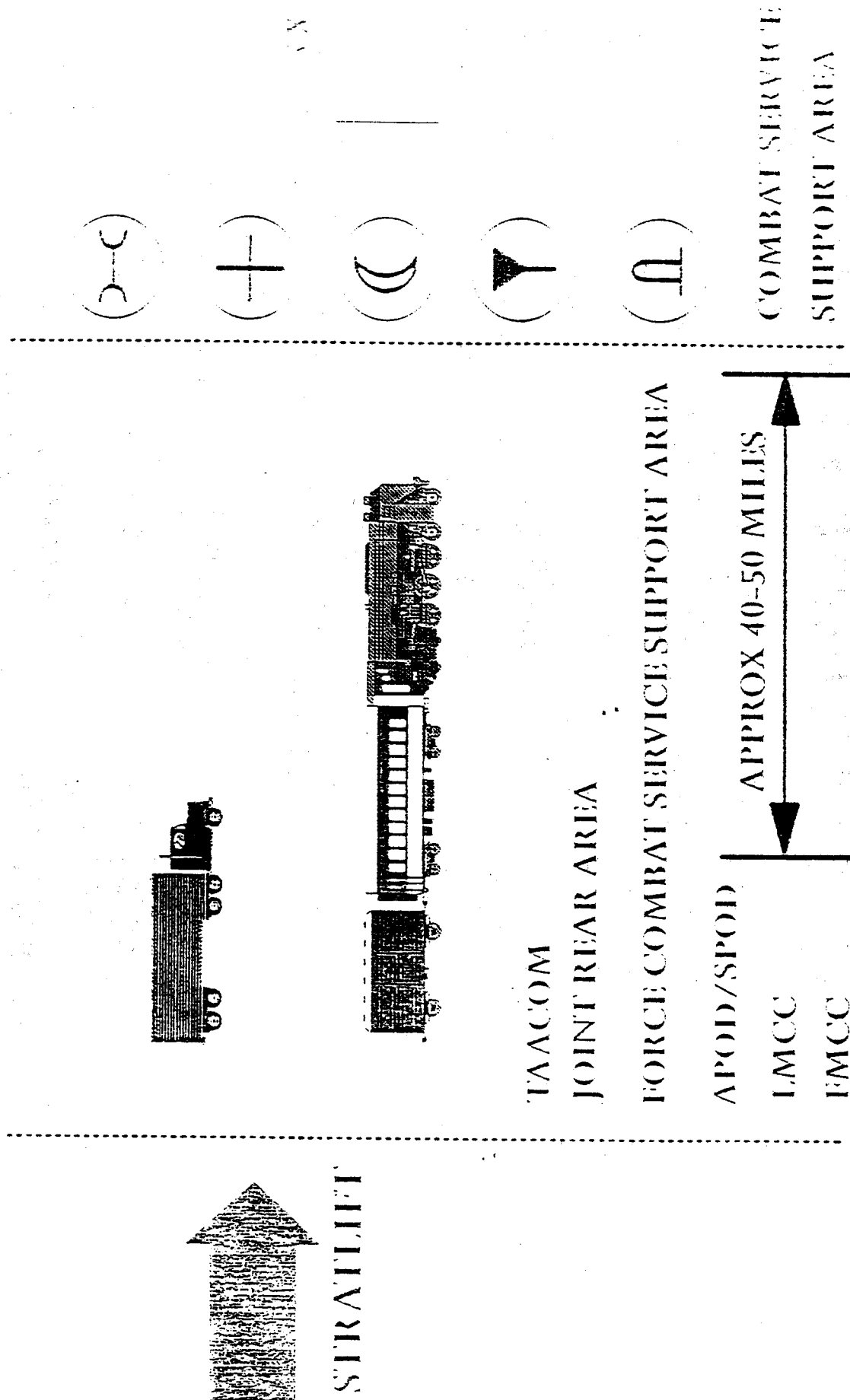
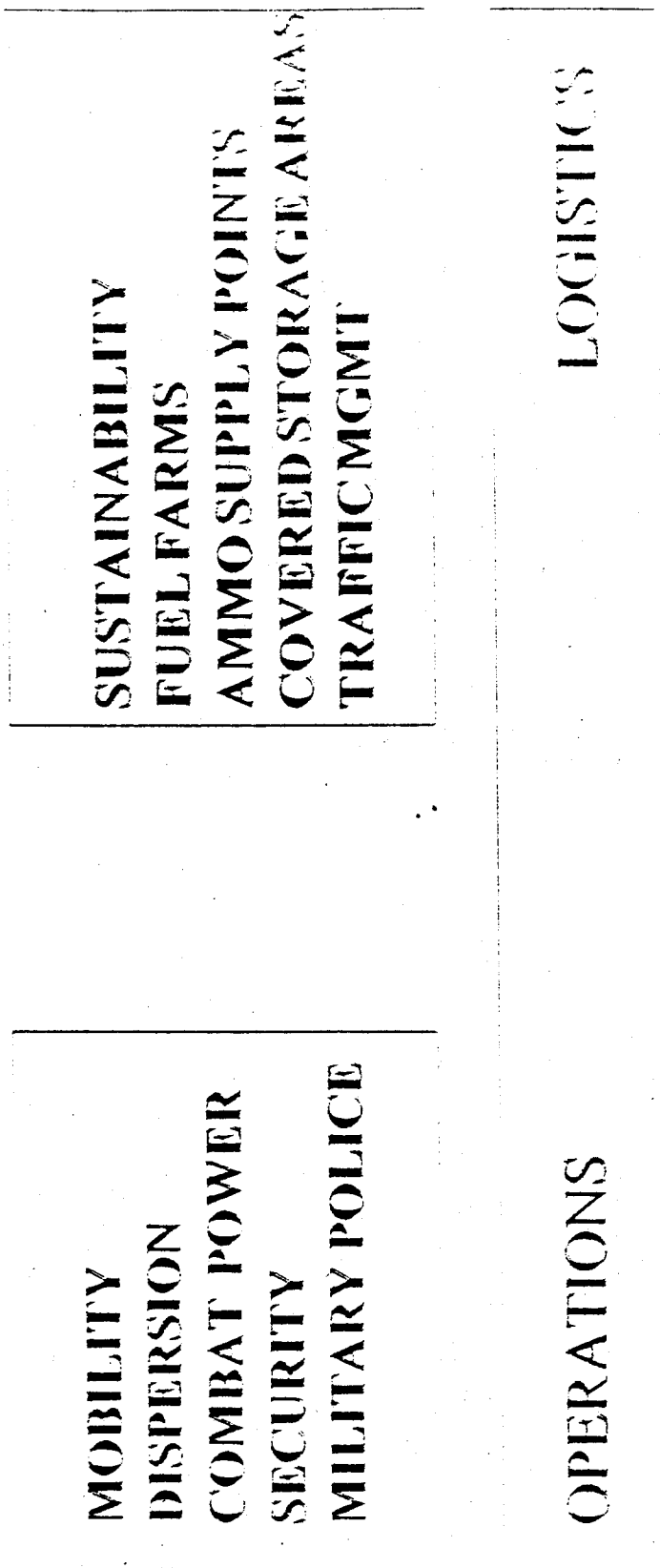


FIGURE 2-3

SUSTAINED OPERATIONS (JOINT)



BALANCE OF REQUIREMENTS TERRAIN MANAGEMENT



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CHAPTER 3

MOVEMENT CONTROL RESPONSIBILITIES

3000. General. The Force Commander has overall responsibility for movement control. He generally delegates the planning and coordination of movement control activities to the Force G-3 Operations and G-4 Logistics staff divisions. Overall MEF responsibilities are:

- a. Prioritize and allocate resources.
- b. Establish the logistics infrastructure.
- c. Coordinate with organizations external to MEF.

3001. Operations. Force G-3 responsibilities include:

- a. Identifying and establishing boundaries for all MSC's.
- b. Coordinating with the Force G-4 to identify key MSR's which support the commander's concept of operations.
- c. Coordinating with the Force G-4 to establish movement priorities on designated MSR's.
- d. Ensuring that rear area operations center (s) are activated.
- e. Ensuring that security operations are coordinated with movement control agencies.

3002. Logistics. Force G-4 responsibilities include:

- a. Coordinating with the G-3 to identify key MSR's which support the commander's concept of operations. Once these MSR's are identified, the G-4 will establish and publish the MSR's to all MSC's via message, overlay, or courier. A waterway/railroad can also be designated as an MSR.
- b. Activates, supervises, and coordinates personnel and equipment for the FMCC.

3003. FMCC. The FMCC is the senior Force movement control and coordination agency comprised of Force G-4 strategic mobility, motor transport, and engineer representatives under the staff cognizance of the Force G-4. The FMCC is usually headed by the Force G-4 Strategic Mobility Officer. Responsibilities include:

- a. Coordinate and maintain liaison with the Force G-3 and G-4 to identify, establish, and publish key MSR's.

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b. Coordinate and maintain liaison with the Force G-3 and G-4 to identify, establish, and publish force movement priorities on key MSR's.

c. Analyze ability of Force organic transportation assets to support transportation requirements.

d. Request and coordinate the augmentation of external transportation assets/support with higher headquarters and/or host nation authorities when Force organic transportation shortfalls are identified.

e. Coordinate with, assist and provide direction to the LMCC.

f. Continue to perform the functions specified in the III MEF Deployment SOP in support of employment phase operations.

3004. FSSG. FSSG is the Senior Combat Service Support Element in the MEF and its movement responsibilities include:

a. Activate, supervise, and source personnel and equipment for the LMCC.

b. Establish a Rear Area Operations Center (RAOC) in an FCSSA or Advanced Logistics Base (ALB).

c. Integrate Movement Control Teams (MCTs) from the theater movement infrastructure.

3005. LMCC. LMCC is the Force executive agent for movement control comprised of FSSG embarkation, motor transport, and engineer personnel under the staff cognizance of the FSSG G-3 staff division. LMCC is responsible for:

a. Coordinating transportation support required beyond the organic capabilities of Force MSC's.

b. Reporting transportation asset shortfalls to the FMCC.

c. Reporting movement priority conflicts on key Force MSR's to the FMCC.

d. Coordinating movements on key MSR's in the MEF rear area with the designated RAOC.

e. Coordinating a key MSR checkpoint/traffic control point network in the FCSSA which has the capability to monitor, direct/redirect, and report movement activities and has connectivity to LMCC and the RAOC.

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f. Coordinating host nation transportation support to augment Force organic capabilities.

g. Performing the functions specified in the III MEF Deployment SOP in support of employment phase operations.

3006. MSCs. GCE/ACE are responsible for:

a. Movement control and security of MSR's within assigned AO.

b. Activating, supervising, and sourcing personnel and equipment for Unit Movement Coordination Centers (UMCC).

c. Identifying and establishing MSC MSR's within MSC AO's which support the MSC commander's concept of operations.

d. Establishing MSC movement priorities on MSC MSR's.

e. Establishing a RAOC.

3007. UMCC. UMCC is the MSC executive agent for movement control comprised of MSC embarkation, motor transport, and engineer personnel under the staff cognizance of the MSC G-4 staff division. UMCC is responsible for:

a. Coordinating MSC transportation support utilizing organic MSC transportation assets to the maximum extent possible.

b. Reporting transportation shortfalls and request external transportation support augmentation to LMCC.

c. Performing the functions specified in the III MEF Deployment SOP in support of employment phase operations. Normally, the MSC is the lowest level that designates an MSR.

3008. Movement Beyond POD.

a. In the event of a MEF size deployment, the FMCC would normally deploy with the MEF commander. An FMCC (Rear) will be established at home station to coordinate strategic lift into the AO.

b. During the initial stages of the deployment, an LMCC (Fwd) will be established as early as possible with advance party elements. To provide movement support in the deployed location the leading CSSE will be directed to establish the LMCC (Fwd). Similar to the FMCC, an LMCC (Rear) will be established to coordinate deployment of remaining MEF elements.

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c. LMCC (Fwd) will provide Movement Arrival Reports and, if required, reports on subsequent in-country movement to the LMCC.

d. When the LMCC arrives in-country (usually in conjunction with the FMCC), it will relieve the LMCC (Fwd) and assume full control of force movement from the A/SPOD to tactical AOs.

e. LMCC will establish contact with theater movement control agencies to ensure movements are coordinated with local/Service/national policies. It will also obtain access to commercial, allied, or host nation services or resources as authorized by MEF. LMCC will coordinate activities of Arrival Airfield Control Groups (AACG), Port/Beach Operation Groups (P/BOG), railheads, in the deployment area.

f. LMCC is an action agency of the FMCC and will normally be co-located in the vicinity of the FSSG Combat Service Support Operations Center (CSSOC). The FMCC is primarily concerned with the "big picture" of theater strategic lift. The CSSOC, in consonance with its mission of coordinating sustained support to the MEF, will provide resources and guidance to allow the LMCC to control movement activity from the A/SPOD to tactical AOs.

g. Under the overall direction of MEF, the FSSG CSSOC/LMCC will ensure the secure uninterrupted flow of forces and sustainment. MSCs must utilize organic transportation resources within their AOs to the maximum extent possible.

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CHAPTER 4

MOVEMENT CONTROL IN JOINT/COMBINED OPERATIONS

4000. General Information. The preceding chapters established the groundwork for Force movement control activities during the employment phase of operations when the force is employed as a MEF. However, it is also very likely that the Force will be required to participate in joint/combined operations in future conflicts. The Force must be prepared to execute movement control activities in the joint/combined environment.

4001. C/JTF. MEF Command Element (CE) employed as a Joint Task Force (JTF) or Combined Task Force (CTF) CE.

a. The JTF/CTF Commander is responsible to provide direction for movement control during the employment phase of operations for all JTF/CTF Forces.

b. The information, fundamental principles, and specific responsibilities outlined in the preceding chapters are applicable to the planning and coordination of joint movement control activities (i.e., the JTF/CTF J3 and J4 will identify and establish joint MSR's, movement priorities, and component boundaries, and ensure the integration of movement control and security operations; the components will be required to provide security and establish checkpoints/traffic control points on joint MSR's located in the component AO, etc.). The following additional movement control related activities are also required in a joint/combined environment:

(1) The standing MEF FMCC will be task organized and augmented with personnel from other services/allied forces to form the JTF/CTF Joint Movement Center (JMC). The JMC works under the staff cognizance of the J4. Specific JMC responsibilities are outlined in Joint Pub 4-01.3. JMC (FMCC nucleus) will be responsible for III MEF strategic mobility.

(2) When movement problems arise that cannot be resolved within the authority of the JMC, the JTF/CTF will establish an ad hoc committee called the Joint Transportation Board (JTB) comprised of representatives from the JTF/CTF J-3 and J-4, as well as representatives from components, movement control agencies, and the JMC. The JTB then acts as an adjudicator between users and providers of transportation assets to assure optimum use of resources in concert with the JTF/CTF Commander's concept of operations.

(3) The JTF/CTF may have a large, densely populated (equipment, personnel and material) rear area comprised of

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joint/combined forces. Command and control, movement control, and security operations pose significant challenges in the joint rear area. The JTF/CTF Commander may assign one of the components the mission to serve as the Joint Rear Area Coordinator (JRAC) to coordinate all activities in the rear area. The JRAC will principally focus on establishing boundaries and coordinating security responsibilities in the rear area. The JRAC will also work in close coordination with the JMC to provide security and checkpoints/traffic control points on joint MSR's that are located within the JRAC AO.

4002. Component. MEF CE is employed as a service component headquarters to a JTF or sub-unified command.

a. The most likely scenario in which III MEF would be employed as a component would be a operation other than war or an operation such as humanitarian assistance/disaster relief. Component doctrine is an evolving concept which as yet does not provide movement responsibility guidance.

(1) Exercises. If the III MEF CE assumes a component role it would still retain routine strategic movement responsibilities. Short exercise duration makes it impractical for an MSC to coordinate strategic movement in addition to its tactical movement responsibilities despite being designated as the MEF CE (MARFOR).

(2) Contingencies. There are insufficient personnel and equipment resources to duplicate FMCC or JMC capabilities at the component level. A component staff will have a G-4 cell to coordinate the acquisition of resources (especially movement) from the JTF, sub-unified command, or various communication zone agencies. Focus of the component G-4 is to ensure that the MEF CE continues to receive its appropriate share of movement resources.

b. Primary mission of the component staff is to allow the MEF CE to execute its "warfighter" role. Although not prescribed by doctrine or SOP, the permanent MEF CE will probably provide the nucleus of the component staff. Transportation/logistical expertise would be coordinated and probably sourced from MEF G-4 as necessary to represent MARFOR at the JTF/JTB, etc.

4003. Bilateral Movement Control. Some allied nations may have constitutional restrictions against placing any of their forces under any sort of control of allied forces. In order to deconflict movement priorities, a Bilateral Movement Coordination Center (BMCC) may be established to deconflict any movement concerns. It will be bilaterally staffed and located in the best position to coordinate activities, probably in the bilateral rear area. The BMCC is charged to prioritize and coordinate movement

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on coastal or inland waterways, rail, or any other surface movement to the rear of allied component AOs. It can coordinate cross boundary movement between U.S. and host nation or allied forces. BMCC may also be charged to coordinate overflow transportation requests with the host nation. A BMCC is activated during the Keen Edge series of exercises.

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ANNEX A

JOINT LOGISTICS CENTERS, OFFICES, AND BOARDS

It is highly likely that III MEF will be deployed as part of or form the nucleus of a JTF. Following are examples of joint logistics centers, offices, and boards that may be established by CJTF to coordinate the JTF logistical effort:

1. Joint Movement Center (JMC)

a. The JMC is established under the supervision of the JTF J-4 to implement the taskings and priorities by Combined Joint Task Force (CJTF).

b. The JMC coordinates the employment of all means of transportation (including that provided by allies or host nations) to support CJTF's concept of operations. This coordination is accomplished through establishment of strategic or theater transportation policies within the assigned AOR, consistent with relative urgency of need, port and terminal capabilities, transportation asset availability, and priorities set by CJTF.

c. The J-4 directs or recommends to the CJTF, as appropriate, courses of action with respect to allocation of common-user transportation capabilities when movement requirements exceed capability or when competing requirements result in unresolved conflicts.

d. Functions and responsibilities of the JMC. While functions may differ, depending on circumstances, the JMC will normally:

(1) Interface with the Joint Operation Planning and Execution System (JOPEX) to monitor and effect changes to the deployment of forces and supplies. Note: J-3/5 has overall responsibility of Time Force Phased Deployment Data (TFPDD).

(2) Make recommendations concerning the validation and approval of airlift requests within the assigned AOR (excluding requests for movement over normally scheduled routes).

(3) Analyze user capabilities to ship, receive and handle cargo and recommend solutions to shortfalls.

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(4) Advise the J-4 on transportation matters that would adversely affect combat contingency operations.

(5) Liaison with the host nation for transportation issues.

(6) Disseminate information concerning host nation transportation systems, facilities, equipment, and personnel.

e. Communication links that may be required to support the JMC are:

(1) With each of the transportation control elements (e.g., movement control center (MCC), airlift control center (ALCC), the water terminal clearance authority (WTCA), and others, as appropriate).

(2) With each Service component.

(3) Directly with United States Transportation Command (USTRANSCOM) and the transportation component commands Air Mobility Command (AMC), Military Sealift Command (MSC), and MTMC).

2. Logistic Staff Officer for Petroleum and Sub Area Petroleum Office.

a. Normally, the JTF logistic staff officer for petroleum can rely on the unified command Joint Petroleum Office (JPO) for wholesale bulk petroleum management support. Primary duties of the JTF logistic staff officer for petroleum are as follows:

(1) Coordinate petroleum, oils, and lubricants (POL) planning and mission execution matters.

(2) Coordinate the supply of common bulk petroleum and packaged petroleum products to JTF components.

(3) IAW DOD 4140.25M, coordinate with Service components in determining requirements for bulk petroleum that must be obtained from in-country commercial sources.

(4) Recommend necessary reallocation and apportionment of petroleum products and facilities to CJTF.

(5) Coordinate quality surveillance and procurement inspection programs.

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b. When tactical operations warrant extensive management of wholesale bulk petroleum in the JTF area of operations, the JTF J-4, in coordination with the area JPO, may establish a Sub Area Petroleum Office (SAPO). Staff augmentation will be provided by Service components. The primary function of the SAPO is to discharge the staff petroleum logistic responsibilities of the JTF. The SAPO will conform to the administrative and technical procedures established by the combatant command and the Defense Fuel Supply Center (DFSC) in DOD 4140.25M. Key duties of the SAPO are as follows:

(1) Review and consolidate area resupply requirements through the JPO to the DFSC.

(2) Release or reallocate pre-positioned theater war reserve material stocks (PWRMS).

(3) Notify the J-4, Joint staff, by message when any item in the theater PWRMS (wholesale or retail) is used.

(4) Assist the DFSC in executing applicable support responsibilities in the AOR.

(5) Take continuous action to identify and submit requirements to host nations for petroleum logistics support.

3. Joint Civil-Military Engineering Board (JCMEB)

a. The JCMEB establishes policies, procedures, priorities, and overall direction for civil-military construction and engineering requirements in the assigned AOR.

b. The JCMEB is a temporary board, activated by the CJTF and staffed by personnel from the components and agencies or activities in support of the CJTF.

c. The JCMEB arbitrates all issues referred to it by the Joint Facilities Utilization Board (JFUB) and, if appropriate, assumes responsibility for the preparation of the Civil Engineering Support Plan (CESP).

d. The JCMEB will coordinate its activities with the regional or theater wartime construction managers (RWCM or TWCM) having responsibilities for the assigned AOR. Construction and engineering requirements that the JCMEB cannot satisfy from within JTF resources will be elevated to the RWCM or TWCM for support.

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4. Joint Facilities Utilization Board (JFUB)

a. The JFUB evaluates and reconciles component requests for real estate, use of existing facilities, inter-Service support, and construction to ensure compliance with JCMEB priorities.

b. The JFUB is activated on order of the CJTF and chaired by the JTF J-4, with members from components and any required special activities (e.g., legal and civil affairs).

c. The JFUB also provides administrative support and functions as the executive agency for the taskings of the JCEMB.

d. JFUB actions will be guided by the provisions of Joint Pub 4-04, "Joint Doctrine for Engineering Support."

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ANNEX B

ACRONYMS

AACG	Arrival Airfield Control Group
ACE	Aviation Combat Element
ALB	Advance Logistics Base
ALCC	Airlift Control Center
AMC	Air Mobility Command
AO	Area of Operations
AOR	Area of Responsibility
APOD	Aerial Port of Debarkation
ASG	Area Support Group
ATF	Amphibious Task Force
BMCC	Bilateral Movement Coordination Center
BOG	Beach Operation Group
BSA	Beach Support Area
CE	Command Element
COC	Combat Operations Center
COMMZ	Communication Zone
CSS	Combat Service Support
CSSA	Combat Service Support Area
CSSE	Combat Service Support Element
CSSOC	Combat Service Support Operations Center
CTF	Combined Task Force
DACG	Departure Airfield Control Group
DFSC	Defense Fuel Supply Center
DOS	Day of Supply
EAC	Echelon Above Corps
EPW	Enemy Prisoner of War
FBH	Force Beach Head
FCSSA	Force Combat Service Support Area
FEBA	Forward Edge of Battle Area

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FMCC	Force Movement and Control Center
FSSG	Force Service Support Group
GCE	Ground Combat Element
HNS	Host Nation Support
JMC	Joint Movement Center
JRA	Joint Rear Area
JRAC	Joint Rear Area Coordinator
JTF	Joint Task Force
LF	Landing Force
LFSP	Landing Force Support Party
LMCC	Logistics Movement and Control Center
LOTS	Logistics Over The Shore
LSV	Logistics Support Vessel
MAGTF	Marine Air Ground Task Force
MCA	Movement Control Agency
MCC	Movement Control Center
MCT	Movement Control Team
MEF	Marine Expeditionary Force
MLRS	Multiple Launch Rocket System
MP	Military Police
MSC	Military Sealift Command
MSR	Main Supply Route
POG	Port Operations Group
POL	Petroleum Oil Lubricants
PWRMS	Positioned War Reserve Material Stocks
RAOC	Rear Area Operation Center
RWCM	Regional Wartime Construction Manager
TAACOM	Theater Area Army Command
TACLOG	Tactical-Logistics Group
TCP	Traffic Control Point
TWCM	Theater Wartime Construction Manager
SAPO	Sub Area Petroleum Office

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SPOD	Sea Port of Debarkation
UMCC	Unit Movement Coordination Center
WHNS	Wartime Host Nation Support
WTCA	Water Terminal Clearance Authority